PASSENGER Transport

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Survey: Public Transportation Faces Dire Situation without Further Emergency Funding

SIX IN 10 PUBLIC TRANSIT systems will be forced to reduce service and furlough employees in the coming months if they do not receive an additional $32 billion in emergency federal funding from Congress, according to new APTA data released during a virtual press conference Sept. 15.

In addition, nearly one-half of public transit industry businesses (47 percent) expect to lay off employees, and nearly one-third of transit industry businesses (31 percent) are concerned they may go out of business if additional federal funding is not provided. View APTA's public transit agency survey at https://bit.ly/33DRBci. View the business member survey at https://bit.ly/3mrC33Y.

APTA is urging congressional leaders and the Administration to move swiftly and include at least $32 billion in emergency funding to keep systems running safely and to protect the jobs of more than 435,000 industry workers and several million private-sector jobs that support the industry every day.

"Public transportation is a lifeline for many during this challenging time. The pandemic put a spotlight on the importance of transit in keeping our society working, moving, responding and connecting. It is also vital to our nation's post-pandemic recovery and the rebuilding of a more resilient, fairer, more productive and equitable future," said APTA Chair Nuria I. Fernandez, general manager and CEO, Santa Clara Valley Transportation Authority, San Jose, CA. "Without further emergency funding, we will not have a path forward that prevents layoffs and devastating service cuts that would cause many underserved communities to suffer disproportionate economic and social impacts."

"Congress and the Administration are disregarding the essential lifeline that public transit plays in our communities. Our request for $32 billion is necessary to avoid catastrophic decisions that will only hurt our riders, our communities and the nation," said APTA President and CEO Paul P. Skoutelas. "The industry continues to serve essential employees every day, but without additional emergency funding, many transit agencies will soon need to cut services and routes and furlough workers, leaving our communities without service and jobs when they need them most."

Skoutelas and Fernandez were joined by Ray LaHood, former Secretary of Transportation and co-chair of Building America's Future; Phoenix Mayor Kate Gallego and public transit agency and business leaders to discuss the critical role public transportation plays in our nation's communities.

"Congress and the Administration

EMERGENCY FEDERAL FUNDING
CONTINUED ON PAGE 9

Double Whammy

How public transit agencies are confronting a heavy hurricane season in the middle of a pandemic.

BY JOAN MOONEY

NEW ORLEANS EXPERIENCED KATRINA. Houston had Harvey. Miami receives the force of more hurricanes than any other U.S. city. But they're not the only cities with public transit systems that have to plan for natural disasters. And this year, they all have to address coronavirus, too, which has hit those cities with particular force and will be with us for some time. What are the transit systems in these areas doing to keep themselves and passengers safe while continuing service during this more-active-than-usual hurricane season, and what can they teach other areas of the country?

The short answer is, prepare as much as possible. Overprepare, in fact.

Photo courtesy of Miami-Dade County

Miami-Dade County Department of Transportation and Public Works (DTPW), along with other county departments, helps coordinate preparation efforts (including evacuations and community information) with dozens of private and public agencies and local municipalities from the County's Emergency Operations Center.

Miami-Dade County: Detailed Plans For All Six Phases

Eric Muntan, chief of safety and security at Miami-Dade Transit, is well aware of his city's status as the most frequent target of hurricanes in the U.S. He has a staff of 3,000 to work on preparing for them. They have put together a 374-page Hurricane Manual, with detailed information for the entire workforce. It describes what different divisions should do during six different phases: pre-season preparedness, hurricane advisory, hurricane watch, hurricane warning, landfall and recovery/post-hurricane.

For example, for phase A, pre-season preparedness, information for the Administration branch is provided on damage assessment, FEMA reporting, procurement and warehousing, finance/treasury services, human resources, bus maintenance and operations, contracted transportation, paratransit administration, facilities, IT department, rail transportation, track and guideway section, shop maintenance, vehicle and systems maintenance, and safety and security.

"We view and revise the manual every year," said Muntan. His department tweaks it each time the city goes through a hurricane. "Evacuation routes have changed, hurricane shelters change. We revise it in the off season and put it back out by the start of hurricane season, June 1." The manual also has a comprehensive list of phone numbers, with information and contacts for whom to call for what service.

"Hurricane forecasts have gotten a lot better in the past five to 10 years," Muntan said. The National Oceanic and Atmospheric Administration (NOAA) is just down the street, and his staff works

HURRICANE PREPAREDNESS
CONTINUED ON PAGE 6

COMMENTARY

BY BACARRA S. MAULDIN
CEO
Chatham Area Transit
Savannah, GA

Public Transit Is the Great Equalizer

In the 1960s, we stood as a country divided as racism, classism and segregation were the orders of the day. It was during this time, public transit across the country quietly, yet systematically, fueled the economies of many cities by getting people to work and *putting* people to work. This is why the civil rights leaders in my home state of Alabama targeted public transportation to get the nation's attention. It led to a movement that forever changed public transit and our country.

UNFORTUNATELY, OUR COUNTRY IS IN A period of eerily familiar racial tension, complicated and exacerbated by factors such as poverty, politics and the health pandemic. As public transit leaders, we have an opportunity to define the value of investment and, in some cases, a lifeline for public transportation. In these divisive times, our industry delivers day in and day out as the great equalizer.

By definition, "equity" means being "fair and impartial" or, more commonly, "leveling the playing field." These definitions are the core of what transit means to our country. When designed and utilized properly, transit is literally a "vehicle" to opportunity and well-being for all who live, work and play in our communities.

There are numerous examples of how public transit serves as the great equalizer: students in underserved urban communities can connect to and attend the best schools across town. It is a lifeline for a health-challenged person in rural America needing healthcare in a nearby town; it is the bridge to nourishment in food deserts and a reliable vehicle for workers and consumers.

As I write, thousands have been driven from their homes by raging wildfires on the West Coast, and thousands more have fled their Gulf Coast communities to escape hurricanes and other tropical disturbances. Meanwhile, the destructive forces of racism continue their own torment. With such devastation taking place, it is imperative our country's public transit agencies embrace all means of achieving equality—racial, economic and environmental.

Hopefully, we all got the memo: "All lives will never matter as long as black lives don't." The corporate statements focused on diversity and inclusion are long overdue—even in our industry. On my first day as the CEO at Chatham Area Transit in late June, I wore a custom T-shirt with "Transit Nerds for Justice" on it to send a message to our workforce that I stand with them as we collectively take a stand against racial injustice. It is my hope this movement is more than just a moment. I applaud the number of minorities and women who have been selected for transit leadership positions. I'm proud to be a part of this movement as well as the first female CEO at CAT.

It is imperative we be as diverse as our customer pool from top to bottom. As an industry, we must create employment opportunities, carve out business opportunities that create wealth and stability and provide mobility options for all. This is the foundation of our nation's economic recovery. As the "great equalizer," public transit has the opportunity to take center stage.

Equity does not mean equal. It means access—physically and economically. Although this might be a no-brainer to some, others are missing the mark. COVID-19 has shined a light on the best and the worst in our respective communities, and transportation has been a factor in both.

> **We must create employment opportunities, carve out business opportunities that create wealth and stability and provide mobility options for all. This is the foundation of our nation's economic recovery. As the "great equalizer," public transit has the opportunity to take center stage.**

Essential workers who answered the call of duty have continued to use public transit and revealed why it is a fundamental part of any functioning community. In a similar fashion, our own industry heroes—the frontline and maintenance crews—saved the day by delivering on the promise of safe and reliable transportation during this pandemic. Unfortunately, the light has been just as bright on the disparities that exist. Minorities, in particular African-Americans, have contracted and succumbed to COVID-19 at rates far higher than other races, and the lack of access to quality healthcare and transportation is frequently a factor.

Pre-COVID, fare equity was a hot topic and will continue to be as we prepare for the future of public transit. Agencies that never dreamt of going fare-free have now done so for months to protect the health of employees and customers. We have been forced to examine the pros and cons of a fareless operation long term.

The safety and efficiency of our systems have tested our limits. Service models have been reduced in many places and are continuing in the foreseeable future, sometimes forsaking those who depend on public transit the most. As travel returns, both business and leisure, public transit will have to address how it serves both the "Haves" (tourists, working execs) and the "Have nots" (working poor, the homeless) safely, harmoniously and equitably.

As Congress convenes to consider additional aid for various industries, now is not the time to be silent. We must remind lawmakers of how our industry continues to provide "fuel" for economic recovery and levels the playing field for millions.

When essential workers needed us, we were there. In times of disaster, we are there. Public transit connects people to opportunities and provides access to underserved populations every day. It is worth our country's investment now and into the foreseeable future. Now is the time for action. We cannot afford to be "asleep at the wheel."

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Rosemary Sheridan, Publisher
rsheridan@apta.com
Kathy Golden, Editor
kgolden@apta.com
David A. Riddy, Senior Managing Editor
driddy@apta.com
Jack Gonzalez, Senior Director-Marketing and Sales
jgonzalez@apta.com
Erin Cartwright, Program Manager-Communications and Marketing
ecartwright@apta.com
Mitchell Wood, Graphic Designer
mwood@apta.com

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The YGS Group
www.theYGSgroup.com

Tima Good
Account Executive
(717) 430-2282
Tima.Good@theYGSgroup.com

Natalie DeSoto
Account Executive
(717) 580-8184
Natalie.Desoto@theYGSgroup.com

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Photo courtesy of TTC

TTC Achieves Largest Fleet of Electric Buses In North America

THE TORONTO TRANSIT Commission (TTC), Toronto, ON, announces that it is operating the largest fleet of electric buses in North America, with its third new electric bus model road ready and moving into service.

In 2017, the TTC Board approved procurement of 30 all-electric vehicles. In 2018, the Board approved the purchase of 30 more. The TTC acquired the 60 all-electric buses from BYD Canada, New Flyer and Proterra.

"The TTC is pleased to be leading the charge on such an important project and transition for the transit industry and the city," said TTC CEO Rick Leary. "We're grateful for the ongoing support from our partners at the City and at Infrastructure Canada to sustain our pledge to prioritize network-wide service improvements and ensure the TTC provides the reliable service that our customers deserve."

The TTC's Arrow Road Garage was the first location to be outfitted with charging infrastructure for its New Flyer vehicles. Mount Dennis Garage followed with Proterra vehicles that use the same charging technology. BYD vehicles, based out of the Eglinton Bus Division, require a different type of charging infrastructure. While the other eBuses use Direct Current to charge, BYD vehicles use Alternating Current.

The differences between the three models, including the effect of how they charge on overall performance, will be put to the test as the TTC progresses with its head-to-head comparison to inform future procurements.

Electrification is a key component of the City's TransformTO climate action strategy, which targets an 80-percent reduction in local greenhouse gas emissions by 2050. To meet that target, 100 per cent of vehicles in Toronto must transition to low-carbon energy by 2050. The electrification of buses is targeted for 2040. The TTC's new eBuses operate with zero tailpipe emissions.

Complete Coach Works Awarded ZEPS Contract From Twin Transit

COMPLETE COACH WORKS HAS been awarded a contract to convert two 2004 35' Gillig buses into Zero Emission Propulsion System (ZEPS) buses for Twin Transit, Centralia, WA.

Each ZEPS vehicle will feature a 180KW electric PMS motor and controller. The motor and controller are designed to handle heavy duty drive cycles and provide high torque and top speeds. The buses will also include a 403kWh battery pack and battery management system. In addition, a new electrically driven air compressor, electrically driven power steering pump and new lightweight roof-mounted HVAC system will be added.

"In 2018, Twin Transit offered its riders free trips between the Twin Cities in an effort to engage the public and gather feedback on electric buses. Complete Coach Works provided Twin Transit with a ZEPS bus for the demonstration," said Jim Paul, Northwest Regional CCW Sales Manager. "The ZEPS bus was well received by Twin Transit and its riders. We are thrilled Twin Transit has given us the opportunity to provide its riders with familiar safe and reliable transportation.

APTA Chair Addresses National League of Cities

AS PART OF NATIONAL Infrastructure Week, Sept. 14-21, APTA Chair Nuria I. Fernandez, general manager and CEO, Santa Clara Valley Transportation Authority, San Jose, CA, participated in a discussion sponsored by the National League of Cities (NLC) titled, "What Happens Locally if Federal Transportation Programs Expire," Sept. 15. She discussed the need for more federal funding for public transit agencies and businesses in the wake of the COVID-19 pandemic and for a one-year extension of the Fixing America's Surface Transportation (FAST) Act.

Rep. Salud Carbajal (D-CA), who serves on the House Transportation & Infrastructure Committee; Councilman Dan Fowler of Kansas City, MO, who chairs NLC's Transportation & Infrastructure Services Committee; and Ed Mortimer of the U.S. Chamber of Commerce, joined Fernandez.

Register Now for APTA's TRANScend!

MAKE PLANS TO JOIN YOUR ASSOCIATION FOR TRANSCEND—APTA'S largest, new, virtual event that discusses the major issues for the year ahead. Topics include the long-term impacts of COVID-19, effective ways to bring riders back, social equity as a transit priority, the changing landscape of cities and more. This is an excellent opportunity to hear industry leaders, exchange ideas and connect with peers. Visit www.apta.com/transcend.

COVID-19 Causes Public Transit Q2 Ridership Decrease

RIDERSHIP ON PUBLIC transportation in the second quarter of 2020 (Q2 2020) decreased 76 percent compared to Q2 2019. Riders took 1.9 billion fewer trips in Q2 2020 compared to the same period the previous year.

The COVID-19 pandemic and related emergency stay-at-home orders have had a major effect on public transportation use. Declines in ridership began in mid-March, according to real-time measurement of transit app usage. Read more at https://bit.ly/2ZGoQL1.

The structure and makeup of local economies have an impact on the degree of ridership decline. High-tech economies with an existing culture of work from home have noticed steeper declines in ridership compared to those economies with more service industry and essential worker jobs that power the supply chain. Systems in college towns were also severely affected, as many universities closed and sent students home.

Many agencies have cut service but, according to an APTA survey, 17 percent of agencies are still running more than three-quarters of their regular service levels and another 37 percent are running more than one-half of their regular service. Read the APTA survey at https://bit.ly/3izPs7Y.

New CEO Named

Butler, TARC

Carrie Butler

THE TRANSIT AUTHORITY OF RIVER CITY (TARC), Louisville, KY, has appointed Carrie Butler as its new executive director.

Butler has more than 20 years in transit and public service, most recently as general manager of Lextran, Lexington, KY. She also served as director of planning for TARC from 2002-2010.

For APTA, Butler is a member of the Public Transportation CEO Coordinating Council; and Connected and Automated Vehicle; Small Operations; and Planning, Policy and Program Development committees, among others.

Providing Safe and Essential Service Amid a Pandemic and Wildfires

BY MONTEREY-SALINAS TRANSIT
Monterey, CA

THE NEEDS OF THE COMMUNITY have changed over the last six months, but Monterey-Salinas Transit's, (MST) Monterey, CA, commitment to serve and support has not. In addition to continuing its mission to provide safe, dependable public transit service to residents and visitors to Monterey County, MST has identified opportunities to meet the growing, evolving needs of its community.

From delivering meals to local seniors and disabled persons unable to leave their homes, sharing face coverings with agencies who work with neighbors hardest hit by the virus, providing free Wi-Fi access through buses to students to continue distance learning, and even making phone calls to check in on isolated seniors with a friendly, 'hello,' MST is dedicated to the health and recovery of the community.

If the layers of challenges posed by the pandemic weren't enough, an early morning lightning storm sparked several wildfires within MST's service area threatening thousands of homes and their residents. The Monterey County Office of Emergency Services, in collaboration with CalFire and MST leadership, coordinated emergency operations, including planning evacuations of multiple senior care and assisted living facilities along with other communities in the direct path of the fire. Ultimately, 22 seniors and persons with disabilities were quickly evacuated by MST from an assisted living center located in the path of the fire, out of harm's way and to local emergency shelters.

Monterey-Salinas Transit evacuated 22 seniors and persons with disabilities from an assisted living center located in the path of recent wildfires.

During the evacuations, MST was informed of the approach of a second lightning storm that had the potential to start new fires near MST's Monterey Operations and Maintenance Facility and Administrative Office. This caused MST staff to plan for the evacuation of its own facilities.

MST CEO/General Manager Carl Sedoryk notes: "The past weeks have shown just how important it is to retain the financial and human resources required to maintain a state of readiness during the current health and economic crisis. In this case, MST was able to continue providing safe, dependable, essential mobility to the communities we serve, while effectively responding to emergencies on multiple fronts."

Americans Continue to Strongly Support More Rail and Public Transit

AMERICANS CONTINUE TO SHOW strong support for rail, according to two new polls released by the OneRail Coalition and the Association of American Railroads (AAR).

According to the OneRail poll, 75 percent of Americans agree that more trips should be shifting to passenger rail and public transit to address the impacts of transportation on climate change.

The majority of Americans—64 percent and 65 percent—view public transit and passenger rail favorably after the COVID-19 pandemic, with support rising from pre-pandemic levels for both public transit (58 percent) and passenger rail (59 percent).

Nearly half of all Americans—47 percent and 46 percent—think there should be more investment in public transit and passenger rail, respectively.

And, 81 percent of Americans support Congress providing more funding to address railroad crossing safety after learning that approximately 95 percent of all rail-related deaths involve a person on the tracks or drivers going through a crossing.

According to the AAR poll, 78 percent of respondents agree that freight railroads play an important role in reducing the U.S. transportation sector's impact on climate change after learning that moving freight by rail instead of by truck reduces greenhouse gas emissions by up to 75 percent.

The majority of adults—58 percent—favor moving freight over land by rail as opposed to truck to meet projected growth in freight shipments over the next 20 years.

"The results from this survey show strong support among Americans for passenger rail and public transit, even in light of the current pandemic, and that people want to return to travel by train and public transit," said OneRail Director Anne Canby.

"The results of this survey are consistent with what we are seeing in communities across the country. The COVID-19 pandemic has illustrated the essential lifeline that public transit plays in our communities, bringing healthcare professionals to the frontlines, delivering groceries and medicine to at-risk populations and connecting essential workers to their places of work," said APTA President and CEO Paul P. Skoutelas. "The public very clearly wants more public transit and realizes public transit's importance to society. Public transportation is vital to the social and economic recovery of our nation, and robust federal funding is essential to make the necessary investments both in the short and long term."

AAR President and CEO Ian Jefferies said, "When it comes to powering our economy and moving us forward, Americans know freight rail will be there to deliver. With our passenger partners, America's railroads are committed to safely, reliably and efficiently moving people and goods both today and in the long haul."

Poll results are available at https://www.onerail.org/.

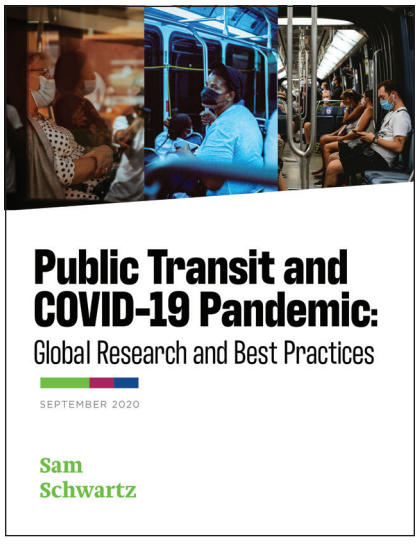
APTA Releases New Report On COVID-19 and Use of Public Transportation

NO DIRECT CORRELATION HAS been found between the use of public transportation and the transmission of COVID-19, according to a comprehensive review of United States and global research, interviews with public health experts and new analysis of various data sources. The study also found that there will be long-term health consequences if large numbers of people switch from public transit to private cars.

An analysis of public transit ridership in multiple cities over the summer shows no correlation with the rise or fall of local COVID-19 cases, and mask wearing has been effective at reducing person-to-person transmission.

Finally, it appears that what a person does at the end of a trip affects the probability of contracting the virus far more than the mode of travel.

View the report at https://bit.ly/2FDtLp4.



The Rapid and GVSU Partner on Laker Line BRT

MICHIGAN'S SECOND BRT LINE, the Laker Line—part of the 20-year partnership between The Rapid and Grand Valley State University—has opened for service to university students, faculty and staff, as well as the general public.

"The Laker Line project is an energizing example of the collaborative spirit of West Michigan," said Nick Monoyios, planning manager and Laker Line project manager at The Rapid. "Through planning, development and construction, the seven-year partnership between federal, state and local agencies has successfully made Michigan's second BRT a reality. I've been privileged to work alongside an array of dedicated project staff in service to my alma mater, GVSU."

The BRT service includes such features as traffic signal priority, level boarding for wheelchairs or mobility devices, fare payment prior to boarding, real-time arrival displays and limited stops at enhanced stations. In addition, the line's 60-foot articulated buses include on-board Wi-Fi, USB charging ports on all seats and internal display screens for service messages.

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HURRICANE PREPAREDNESS CONTINUED FROM PAGE 1

closely with it.

A big question for any agency dealing with the threat of a hurricane is deciding when to shut down services.

"We discontinue services at least three hours before a forecast of tropical force winds through Miami/Dade County," said Muntan. Tropical force winds are defined as 39 miles per hour, but a 39-mph storm can bring gusts of 50 or 60 mph.

"We don't want people standing out in that," he said. The transit system's goal is to stop all evacuations and return vehicles and personnel to safety before the arrival of 39 mph winds.

The city's agency, emergency operations center and mayor's office all work together, creating a single notification from one office to avoid confusion. When the mayor gives an evacuation order, the bus drivers use special routes and pick up and drop people off at evacuation centers, predetermined each year.

The choice of when the transit system should take various actions is a delicate balance. "Three to five years ago, sometimes we pulled buses in a bit too early," Muntan said. "We leave it to the managers' discretion. But you'd rather err on that side than leave people out in tropical-force winds."

This year, pandemic protection measures have been added to hurricane preparedness activities. Miami-Dade Transit is already advising the public of social distancing.

Photo by Luis Espinoza, DTPW

In the aftermath of Hurricane Irma in 2017, the Miami-Dade County Department of Transportation and Public Works (DTPW) provided five buses to transport more than 150 members of the Wisconsin Army National Guard to assist with recovery efforts. Additionally, DTPW provided three buses that were used as "comfort stations" for dozens of county volunteers at hurricane relief locations.

New Orleans RTA plans to collect citizens at 17 city "evacuspots" in the event of an emergency and bring them to the Smoothie King Center before sending them out of the city.

"We're very cognizant of passenger loading and limiting the amount of people that get on the bus to maintain that social distance," Muntan said. That practice, pushed by the agency's director, would continue during a hurricane evacuation.

Even with the pandemic, "we're still pretty confident we'll be able to address any issues with the number of operators, bus routes and the number of buses in an evacuation," Muntan said. "When an evacuation order is out, we have enough supplemental buses provided to us from an outside entity."

"We go through this so many times," he said, "evacuation, reverse evacuation. We do test runs each year. There aren't too many curveballs you can throw."

New Orleans: Working with Hotels

The New Orleans RTA (Regional Transit Authority) works hard to make sure its equipment, patrons and employees are all protected in the event of a hurricane, said BJ Johnson, director of safety and emergency management.

The city has 17 "evacuspots," where citizens will go when it's time to evacuate the city. Police are stationed at the evacuspots to ensure orderly boarding. The goal is to get everybody safely to the Smoothie King Center, formerly known as the Convention Center. From there, transportation is provided out of the city.

The RTA has worked with various partners, including Amtrak, to plan to evacuate residents out of the city on buses and trains. There are special vehicles for paratransit customers. They are preregistered with the New Orleans Health Department, which checks with them twice a year for any needed updates. Four of the evacuspots are

HURRICANE PREPAREDNESS
CONTINUED ON PAGE 12

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NEW TIMES REQUIRE NEW SOLUTIONS

Passenger health, safety, security and comfort are more sharply in focus as transit agencies prepare for a return to business with capabilities focused on optimum space utilization, capacity load warnings and improved passenger information flow. On the other side of the tracks, Siemens knows that the need for reliability and asset management is also raised to a new level with remote monitoring and predictive maintenance playing a key role in ensuring efficient operations while minimizing of unnecessary human intervention and exposure.

AI-driven systems help link video monitoring of social distancing behavior of passengers to a public address system or PIS to help enforce social distancing. This data can also be used to create periodic reports per vehicle of passengers' behavior so that operations management or EHS can recommend appropriate action. The same video analytics technology can also be used to recognize if a passenger is wearing appropriate face covering. Algorithms can be "trained" to spot or recognize certain behaviors and also how often passengers touch, make contact with certain areas of the vehicle, per ride, per time period etc. This information helps guide operational management in cleaning or disinfection regimes.

In today's "new normal," where more distance is required between passengers, personal space takes on a whole new meaning as transportation agencies struggle to maintain a level of service that is responsive to maintaining strict safety standards while meeting passenger needs.

And the role of Digital Technology is becoming more critical than ever in helping to manage and balance off the necessary tradeoffs.

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"QUANTUM has not only improved our on-time performance, but with Tulsa Transit working diligently to move people from para-transit to fixed-route service, we see this as a much higher level of service for passengers using wheelchairs," said Debbie Ruggles, Tulsa Transit Assistant General Manager.

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2020 Safety & Security Awards Announced

APTA IS PLEASED TO ANNOUNCE the following winners of its 2020 Bus and Rail Safety and Security Awards. The winners will be acknowledged during APTA's TRANSform Conference & EXPO, March 14-17, 2021 in Anaheim, CA. Congratulations to all!

Bus Safety

Public Transportation systems providing more than 4 million and fewer than 20 million annual passenger trips

GOLD – *Palm Tran, Palm Beach County, FL*

Palm Tran implemented a bold strategy to measure safety metrics, produce results-driven guidelines and communicate across multiple platforms to reach all levels of the organization and the riding public. Under its Palm Tran Statistics (PT-Stat) program, the agency created a safety and accident reduction team that works to combat preventable collisions. The strength of PT-Stat is derived from its commitment to implement Safety Management Systems (SMS). The agency's new Mandatory Wheelchair Securement Program is an example of the types of advances Palm Tran is seeing across the board, thanks to PT-Stat. For example, in fiscal year 2018 there were 35 total wheelchair falls. In fiscal year 2019, the number of falls dropped to 19, which represents a 46 percent reduction. Overall, Palm Tran is seeing a marked improvement in safety due to its new programs.

Certificate of Merit – *Pierce County Public Transit Benefit Area Corporation (Pierce Transit), Pierce County, WA*

Pierce Transit created several programs and initiatives to improve safety. After years of failed reactive coaching to improve collision rates, the Pierce Transit safety team determined it needed a system to consistently and accurately measure safe driving performance. The agency identified risk indicators early—before collisions occurred. With the procurement and implementation of the Lytx Driver Safety Program, Pierce Transit safety leaders now receive alerts to potentially unsafe driving events, and they can also quickly access video clips anytime. This collision avoidance program and other efforts have helped improve safety throughout the system.

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Public Transportation Systems providing more than 20 million annual passenger trips

GOLD – *Capital Metropolitan Transportation Authority (Cap Metro), Austin, TX*

The Capital Metropolitan Transportation Authority (Cap Metro) developed an internal Safety and Security Certification Program (SSCP) that has had many benefits to include: mitigation (or complete elimination) of the need to retrofit designs; correction of hazards or vulnerabilities after the system is placed in revenue service; certification of facilitates and the integration of operational functionalities in the design phase; reduction in changing work orders during construction; advanced identification and resolution of potential physical hazards and security vulnerabilities; and strict adherence to codes and standards in the specifications and design. The concept of the SSCP is perfectly aligned with one of the core principles of Safety Management System (SMS). It has increased public confidence in the system's program, and it provides a basis for conformance with state and FTA guidelines.

Bus Security

Public Transportation systems providing more than 4 million and fewer than 20 million annual passenger trips

GOLD – *Southwest Ohio Regional Transit Authority (SORTA), Cincinnati, OH*

The Southwest Ohio Regional Transit Authority (SORTA) has taken a novel approach to improving security. Its security staff has been actively engaged in focusing on one key demographic on the system: the 'problem' passenger. SORTA security staff are working with the Hamilton County, OH, court system to use legal means to ban dangerous or threatening passengers. The decision to ban these passengers has resulted in improved employee security, enhanced customer experience and increased efficiency.

Certificate of Merit – *Metro Regional Transit Authority (RTA), Akron, OH*

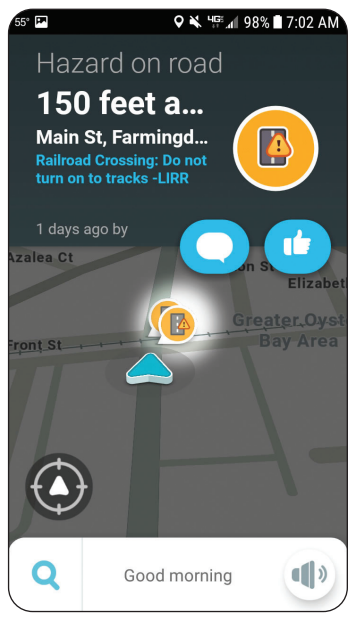
METRO RTA formed its METRO Transit Police Department in April 2017 to focus on specific crimes that involve operators, or crimes within the system. METRO is one of only two transit police agencies in Ohio. Since its inception, the department has provided bus operator security refresher training to all bus operators, training on human trafficking given by the Ohio Human Trafficking Task Force, and an active shooter drill. METRO has lowered its assaults on operators over the last four years and no operator assaults occurred in 2019.

Rail Safety

Commuter/Intercity Rail

GOLD – *NY MTA Long Island Railroad, New York, NY*

MTA Long Island Railroad (LIRR) dramatically improved railroad safety by using roadway delineators at railroad crossings and enhanced GPS alerts. LIRR did this by becoming a member of the Connected Citizens Program (CCP), which gave the organization an opportunity to make permanent changes to Waze applications throughout the system. A custom-built application reads data from a web service, transforms the grade crossings information to a Waze-compliant format that is then displayed throughout the Waze live map. LIRR has seen an 86 percent reduction in the number of delayed trains. In addition, USDOT's Volpe Center included LIRR's implementation of delineators, road striping and reflective markings at grade crossings as part of its published research for FRA.



SAFETY & SECURITY AWARDS CONTINUED ON PAGE 9

SAFETY & SECURITY AWARDS CONTINUED FROM PAGE 8

Certificate of Merit – *NY MTA Metro-North Railroad, New York, NY*

The Grand Central Terminal (GCT) Fire Brigade is an evolving unit at MTA Metro-North Railroad (MNR), working out of the historic terminal. The brigade is an all-hazards prevention unit as well as an emergency response group. It provides a full range of mitigations for all fire, rescue and emergency medical incidents and often handles situations internally with minimal disruption to operations or unnecessary responses by outside agencies. By having trained personnel with key equipment on site, many incidents can be mitigated early, which significantly minimizes injuries, damage and operational recovery time. The GCT Brigade responded to more than 1,400 emergencies in 2019. The brigade has an average response time of under two minutes.

Light Rail/Streetcar

GOLD – *Niagara Frontier Transit Metro System, Inc. (NFTA), Buffalo, NY*

Niagara Frontier Transit Metro, a part of the Niagara Frontier Transportation Authority (NFTA), implemented a new contractor safety policy. As a result, there were very few reportable on-the-job injuries in 2019. New safety policies and training included right-of-way and blue flag/blue signal protection training, flagman procedures, compliance inspections, updates to lockout/tagout policies and personal protective equipment compliance. The new policy has led to increased awareness, more professional behavior and positive interactions that have resulted in a strong safety culture at the agency.

Rail Security

Light Rail/Streetcar

GOLD – *Sacramento Regional Transit District (SacRT), Sacramento, CA*

The Sacramento Regional Transit District (SacRT) has made great strides in reducing crime, particularly violent crime, by instituting a multi-faceted approach. The agency increased the level of SacRT staff participation in station ownership with the implementation of an Adopt-a-Station program. It also increased monitoring of the system using technology and added more security staff. SacRT Police Services ensure rapid and thorough follow-up investigations of crimes by specifically designating officers to work in the role of detectives. The efforts have resulted in a safer and more secure environment.

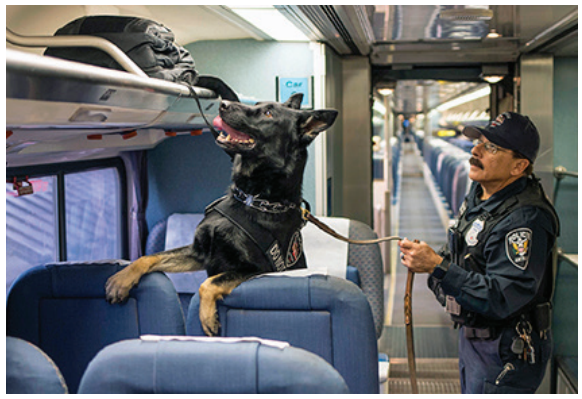
Certificate of Merit – *Maryland Transit Administration (MTA), Baltimore, MD*

The Maryland Transit Administration's (MTA) policing technology is advancing quickly and now uses mobile and wireless technology, high-powered computing, visual and audio technology, advanced analytics and other technological advancements. Examples include: a homeland security surveillance project, intelligent CCTV, chemical detection and implementation of the student One Card. MTA also upgraded the statewide computer-aided dispatch and report management system, implemented a statewide 700-megahertz digital radio system, and issues multi-band radios and iPhones to all security personnel.

Commuter/Intercity Rail

GOLD – *The National Railroad Passenger Corporation, AMTRAK*

The Amtrak Police Department (APD) is responsible for protecting its employees, passengers and assets from criminal acts, including terrorism and threats in 46 states, the District of Columbia and three Canadian provinces, serving more than 500 destinations. Its Canine Explosive Detection (EDD) and Canine Vapor Wake Detection (VWD) teams helped increase the APD's ability to provide a counter-terrorism resource to detect explosive devices and assist in passenger screening operations. APD employs 55 canine handlers and seven trainers who cover major stations across the U.S. They work and train in an operational setting to become familiar with the Amtrak environment. Partner agencies are encouraged to regularly participate in operational explosive detection scenarios at Amtrak stations and onboard Amtrak equipment. The impact on customers and employees has been positive and provides an increased sense of security.



EMERGENCY FEDERAL FUNDING

CONTINUED FROM PAGE 1

must get serious and work in a bipartisan fashion to craft a COVID relief package that addresses the severe impact the pandemic has had on the transportation sector—especially with regard to transit. This is not about Republicans vs Democrats. This is about jobs for our friends and neighbors," said LaHood.

"Here in Phoenix, we're trying hard to understand whether the federal government will be with us for the long haul. Transportation powers America and our transit system is key to getting our local economies back where they need to be. We need Congress to get to work—now is the time for a bipartisan investment in our transit system," said Gallego.

Industry participants included: Paul J. Ballard, CEO and general manager, Denver Regional Transportation District; Chris Boylan, director, governmental & strategic partnerships, The General Contractors Association of NY, Inc.; Ray Melleady, executive vice president, USSC Group; Steve Poftak, general manager, Massachusetts Bay Transportation Authority; Kevin Quinn, administrator, Maryland Transit Administration; and Chris Stoddart, president, New Flyer.

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EPA Tests Products for Efficacy and Alternative Disinfection Approaches

BY LAHNE MATTAS-CURRY
Communications Director, Center for Environmental Solution & Emergency Response
Communications Lead, SARS-CoV-2 Research
Office of Research and Development
U.S. Environmental Protection Agency

AREAS WITH SURFACES THAT ARE frequently touched by many different people can pose a public health risk. It is challenging to continuously clean and disinfect these surfaces, from both a labor and cost standpoint.

Recognizing a real need for more information to reduce potential exposure to SARS-CoV-2 (COVID-19) on these kinds of surfaces, EPA (U.S. Environmental Protection Agency) researchers have begun to evaluate several commercially available products for potential long-lasting effectiveness against the virus.

Currently, EPA-registered products with long-lasting effectiveness claims are limited to those that control odor-causing bacteria on hard, non-porous surfaces; there are no EPA-registered products with public health claims that provide long-lasting (e.g., weeks to months) disinfection. The benefits of a longer-lasting product are important, especially when it is impossible to clean and disinfect a surface or object after every time someone new touches it.

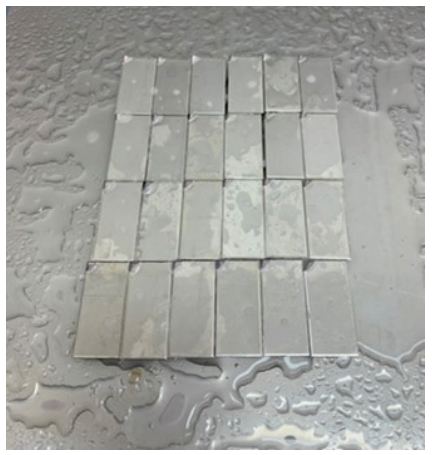
The assessment process used by EPA researchers will help determine whether antimicrobial products provide residual effectiveness on surfaces over time, and how durable the product is with normal use, including routine cleaning and natural weathering.

Since the project began this spring, EPA researchers have identified a handful of antimicrobial products that have shown effectiveness against a surrogate virus. These products will now be tested to determine whether they are effective against the SARS-CoV-2 virus. Data collected from this project is for research purposes and is not intended for registration. Additional data and requirements are needed for the application process. In addition, the researchers are beginning the long-term testing with a machine that can mimic abrasion and weathering. They are also testing with regular cleaning and disinfecting products to see if there is any impact on efficacy. A summary of results can be found on EPA's website (www.epa.gov/healthresearch/long-lasting-sars-cov-2-disinfection-evaluation-test-results).

In addition to long-lasting disinfectant testing, EPA researchers are studying the effects of alternative disinfectants, including ultraviolet (UV) lights. Last month, the Los Angeles County Metropolitan Transportation Authority (LA Metro) conducted a test of different UVC light configurations in a metro car, and EPA researchers provided samples of a SARS-CoV-2 surrogate virus to LA Metro to incorporate in these tests. The virus samples were placed at different locations throughout the metro car, and the UVC dose was measured at each of these locations. Valuable lessons were learned about the range of UVC light doses that can be achieved within a reasonable amount of time at different locations within the metro car. EPA is actively conducting additional UVC tests with other surrogates and will also be determining the dose necessary to inactivate SARS-CoV-2.

While this research is independent of EPA's product registration process under the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA), researchers hope to provide information to public transit agencies to help them make the best choices for cleaning and disinfection processes to keep riders as safe as possible. Passengers on public transportation should continue to follow local guidance regarding social distancing and mask wearing. In addition, transit agencies are committed to identifying the best practices for cleaning and disinfection on their systems.

Lab staff applying product coating by electrostatic sprayer.


Virus being inoculated onto coated coupons.

APTA'S HEALTH AND SAFETY COMMITMENTS PROGRAM IS THE public transportation industry's overarching pledge to passengers that public transit systems are taking all the necessary measures to operate safely as the nation recovers from the COVID-19 pandemic. As this issue of *Passenger Transport* went to press, more than 100 public transit systems had already signed on to the commitment.

A key component of the program is the shared responsibility of transit systems and riders to follow certain guidelines. Riders rely on public transit systems to follow these commitments, and systems rely on riders to protect themselves and other riders.

The four broad commitments of the program are:

- Follow public health guidelines from official sources;
- Clean and disinfect transit vehicles frequently and require face coverings and other protections;
- Keep passengers informed and empowered to choose the safest times and routes to ride; and
- Put health first by requiring riders and employees to avoid public transit if they have been exposed to COVID-19 or feel ill.

The program is an initiative of APTA's Mobility Recovery and Restoration Task Force, created by APTA Chair Nuria I. Fernandez, general manager and CEO, Santa Clara Valley Transportation Authority, San Jose, CA; and chaired by Phillip A Washington, CEO, Los Angeles County Metropolitan Transportation Authority. Learn more at www.apta.com/covid-19-resource-hub/health-safety-commitments-program.

APTA CONTINUES TO MONITOR THE IMPACT OF COVID-19 AND provide information and other resources to public transportation organizations through webinars, educational sessions and dedicated communications. Learn more at www.apta.com/public-transit-response-to-coronavirus.

In addition, APTA's public transit agency and business members have compiled a White Paper covering best practices and information for cleaning and disinfecting both transit vehicles and facilities. Read it at https://bit.ly/3kpe7g1.

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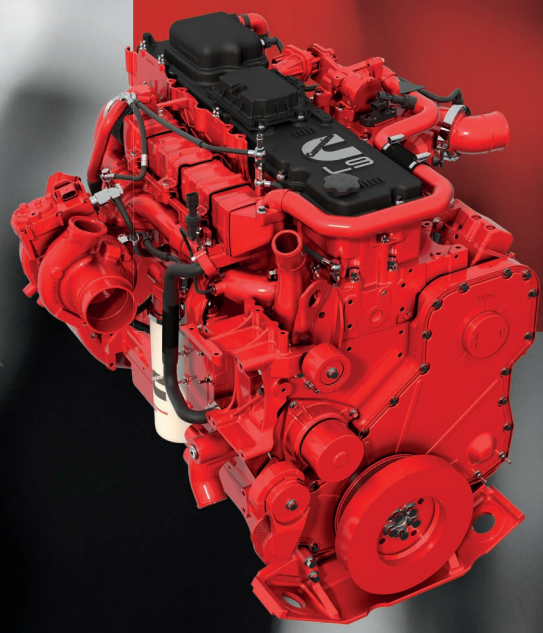


Cummins

ALWAYS ON

HURRICANE PREPAREDNESS CONTINUED FROM PAGE 6

set aside for the elderly and those with disabilities.

This year, for the first time, RTA is working with city hotels on housing its employees during a hurricane. The agency has signed agreements with the hotels guaranteeing a certain number of rooms and meals for its workers. RTA has had two workshops with its employees to ensure they are aware of the plans.

"We want to make sure they're prepared at home, not only during work hours," Johnson said. One lesson learned from Katrina is for employees to have a list of phone numbers at home for external resources such as FEMA. They should also stock appropriate supplies in case the power goes out.

Employees are encouraged to have a plan for their family, with somewhere for family members to get out of the city and be taken care of. RTA staff were also told to think about important documents and supplies they would need in case of an evacuation.

RTA had another workshop for citizens with special needs. Some wanted to know if they can bring larger medical equipment such as wheelchairs and oxygen tanks on the bus in case of evacuation. RTA reps said they'll make it work, with paratransit vehicles.

Questions have also been raised regarding bringing pets on buses during an evacuation. Small pets can be carried in smaller carriers on the bus, and the state SPCA will take care of larger pets, Johnson said.

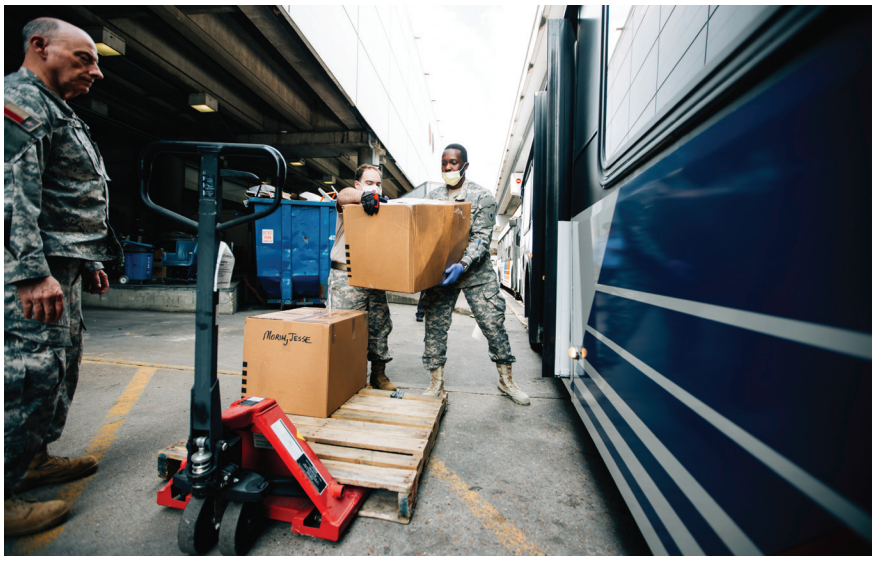
Another important lesson from Katrina: "When they say evacuate, evacuate," said Robert Hickman, assistant, security emergency preparedness. In 2005, some residents tried to wait out the storm and later regretted it.

Evacuating during a pandemic requires more resources. To meet social distancing requirements, buses operate at half capacity. RTA conducts training with the Department of Homeland Security to ensure evacuation plans are in compliance with requirements for the pandemic. Additional drivers have been identified for when they are needed and masks are available at every evacuspot.

"The hardest part with the pandemic," said Johnson, "is not knowing. When the mayor declares a state of emergency and we have to evacuate, we have the resources. But we've never done it before with a pandemic."

As for advice to other public transit agencies preparing for a natural disaster, "reach out to resources, talk openly about what you need from different departments in the city or state, nonprofits, local organizations," said Johnson. "Help one another. That's where relationships are important. We don't want to meet on the evacuspot for the first time.

"It's not about one person or one agency. It's about all of us, making sure everyone is safe."



The Metropolitan Transit Authority of Harris County plays a key role in any mandated city preparations and evacuations in the event of a disaster.

Houston: Hurricanes Are Number-One Challenge

With Houston 60 miles inland from the Gulf of Mexico, "our number-one challenge is hurricanes," said Timothy Kelly, executive vice president, operations, public safety and customer service of the Metropolitan Transit Authority of Harris County (Metro).

As in New Orleans, "we spend a lot of time getting all employees aware, so they have a family plan," said Kelly. "We want to make sure they're taking care of their family and their home before they come in to work."

The agency also checks that key staff know what they need to do on the job in case of a hurricane. The agency learned the hard way after Hurricane Ike that Finance and Accounting employees need to track their service hours. Many of their expenses are eligible for the emergency relief programs of FTA and FEMA.

"We spend time every June reminding people of lessons learned," Kelly said. "In 2008, we had Hurricane Ike, and until a year ago, we were still being audited, almost 10 years later. It was a lot of extra effort."

Metro's emergency plans call for protecting its assets, facilities and employees.

"We need to have food, water and other resources to sustain our employees," said Kelly. "We may be housing them in our facilities." During Hurricane Harvey, 120 buses were parked on an elevated HOV lane to prevent them flooding. The facility that normally housed them did flood. "We avoided probably a $6 million insurance claim," Kelly said.

During Hurricane Harvey in 2017, the Metropolitan Transit Authority of Harris County parked 120 buses on an elevated HOV lane to protect them from flooding. The facility that normally housed them did flood.

Metro plays a key role in any mandated city evacuations, collecting people at a central location and bringing them further inland to areas of refuge. The pandemic adds an extra layer of challenges. With social distancing, many more buses will be needed. Local public transit buses are meant for local service routes, not for the freeway travel needed in an evacuation out of the city, Kelly said. That part requires long-distance coaches.

"For special-needs customers on paratransit, once they relocate to Austin or Dallas, it's going to take more equipment," said Kelly. "Our emergency operations center is typically packed. How do we do that without having all those people in one room?

"I can't say we have the answer," he said. "We have a lot of ideas. We're ready to adjust on the fly."

Another pandemic issue: "We will have a fixed number of mechanics for each of our buses before the hurricane hits," Kelly said. "Before, we put them in one room with a lot of cots. Now, we need more space for social distancing. We have it."

Pre-pandemic, Metro learned from evacuations in the past two years that it needs a good system to track all the citizens it transports out of the city.

"Now we have bar coding and wrist bands, we know where we got them and where they're going," said Kelly.

During natural disasters, the message in Houston is, "Run from the water, hide from the wind," Kelly said. Residents of coastal flooding zones who would likely be under a mandated evacuation order are a very small percentage of the population.

But hundred-year storms are no longer so unusual. In 2017, Harvey brought a tremendous amount of rainwater.

"Places flooded inland that had never flooded before," said Kelly. "We used a lot of our assets to evacuate people to shelters."

Metro learned a great deal that year about how to manage its resources. It coordinated numerous requests out of a central emergency operations center.

"We transported just under 20,000 people from the forward command post to shelters. We used our equipment to consolidate people to mega-shelters." Kelly said. Now the agency has a better software system that tracks the agency's resources and assets.

During Harvey, Metro also learned the benefit of partnering with emergency response agencies such as the American Red Cross. The Red Cross brought resources from other states, and drivers not familiar with the area. Metro showed them alternate routes when needed. The agency sent transit police to meet the drivers and provided cots and shelter.

Kelly has two pieces of advice for other public transit agencies preparing for and addressing a natural disaster: Establish relationships with your local first responder agencies ahead of time. And make sure you have the ability to document all the resources you're using so you can recover expenses from FEMA.

On a broader scale, "the most important part of hurricane response—and it's been echoed in the past months, transporting essential workers—is how important transit is to communities across our country," Kelly said.

Joan Mooney is a freelance writer and editor based in Washington, DC. She has written about transportation for Urban Land, On Common Ground *and other publications and websites.*

DURING THIS YEAR'S EXTREMELY ACTIVE HURRICANE SEASON, FTA continues to be prepared to help public transit agencies in affected areas provide rescue, recovery and transport services. In addition, FTA can waive certain regulations following any presidential emergency declaration. Access FTA's Hurricane & Natural Disaster Response resources at https://bit.ly/35LeSf0. The Department of Homeland Security has a wide range of preparation resources at https://bit.ly/3kftcQY. In addition, the National Oceanic and Atmospheric Administration's Climate Prediction Center has updated its *Atlantic Hurricane Season Outlook* at https://bit.ly/2H4vFzC. For more information on how public transit agencies can prepare for and mitigate natural disasters, contact Polly Hanson at phanson@apta.com.

Cincinnati Metro Introduces New Buses

CINCINNATI METRO HAS introduced 19 new 2000 series Gillig low-floor buses into service. Each vehicle features Wi-Fi, on-board charging ports and new vinyl seats. The buses also provide more-accessible stop request buttons for passengers using mobility devices.

New safety features include more-visible rear center brake lights and side cornering lights to alert pedestrians when a bus is turning. Each bus also features customer-facing screens to broadcast a live feed of Metro's on-board security cameras.

"We're excited about the many improvements we've been able to offer our customers, including a new app that lets you plan, pay and track your trip in real-time, the addition of more benches and shelters at stops, and a new transit center opening next month," said Metro CEO & General Manager Darryl Haley. "These new buses are just one of the many ways we are continuously working to provide a more modern, convenient, safe and enjoyable experience to our riders every trip, every day."

Ten more 2000 series buses are expected to be added to Metro's fleet by the end of the year.

Industry Leader Paul Comfort Publishes Children's Book

A NEW CHILDREN'S PICTURE BOOK, written by public transit industry leader and podcast host Paul Comfort and illustrated by Sudeep KP, takes readers on a journey of discovery into the history of public transportation and how it has improved our world. "Public Transportation–From the Tom Thumb Railroad to Hyperloop and Beyond" is available to pre-order on Amazon, with the paperback version to be released Oct. 1.

The book includes such stories as how the first steam locomotive in the U.S., "Tom Thumb," lost its big race with a horse and how cable cars in San Francisco work. Each page examines a different era and type of public mobility, from horse drawn carriages to the first subways, buses, light rail vehicles and mag lev trains.

The book also takes a look into the future, with the role of autonomous vehicles, Hyperloop and Vertical Take Off and Landing Aircraft in a new age of public transportation.

Comfort is the author of "The Future of Public Transportation" and host of the Transit Unplugged podcast. He is the former CEO of the Maryland Transit Administration.

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New Laketran Routes Aim to Improve Workforce Development

City of Mentor ribbon cutting ceremony for Laketran's new Route 8.

LAKETRAN, LAKE COUNTY, OH, HAS launched two new bus routes, Route 8 and Route 9, to improve transportation to Lake County's largest industrial corridor.

"City of Mentor's Tyler Boulevard is the major arterial connecting ten industrial boulevards lined with over 300 employers and 7,500 jobs, making it the 7th largest concentration of manufacturing companies in the state," said Laketran CEO Ben Capelle.

Route 8 will connect Tyler Boulevard to major destinations including Lakeland Community College, Great Lakes Mall, Mentor Park-n-Ride, Mentor High School, Mentor Civic Center area, Mentor-on-the-Lake, Mentor Headlands and Laketran Headquarters in Painesville Township.

The agency held multiple public meetings to gather input from residents and businesses on the needs of the community to design the routes.

"During our public hearing process and focus groups with Mentor businesses, we learned we also needed to better connect the east end of the county to jobs along Tyler Boulevard, so in addition to Route 8 in Mentor, we have launched Route 9 so residents in eastern Lake County can better access jobs," continued Capelle.

The new routes, made possible by the passage of Laketran's quarter of one percent sales tax levy last November, will provide access for nearly 58,000 residents and to 33,000 jobs.

TCRP Publishes New Reports

SPONSORED BY FTA, THE TRANSIT Cooperative Research Program (TCRP) serves as a means for the public transportation industry to develop innovative near-term solutions to demands. TCRP reports and other tools help public transportation practitioners solve problems and inform decision makers. Read the following recently released reports:

TCRP Draft Report 219: Guidebook for Deploying Zero-Emission Transit Buses provides public transit agencies with information on best practices for ZEB deployments and lessons learned from previous deployments, industry experts and industry resources. www.trb.org/Main/Blurbs/180811.aspx.

TCRP Research Report 218: Characteristics and Elements of Non-Punitive Employee Safety Reporting Systems for Public Transportation compiles the best practices used in non-punitive employee safety reporting systems at public transit agencies. www.trb.org/Main/Blurbs/180858.aspx.

TCRP Research Report 215: Minutes Matter: A Bus Transit Service Reliability Guidebook details eight steps that a public transit agency can undertake to develop and maintain a Reliability Improvement Program. www.trb.org/Main/Blurbs/180325.aspx.

TCRP Research Report 214: Equity Analysis in Regional Transportation Planning Processes is designed to help Metropolitan Planning Organizations analyze and address equity effectively in long-range, regional, multimodal transportation planning and programming processes. www.trb.org/Main/Blurbs/180936.aspx.

TCRP Research Report 213: Data Sharing Guidance for Public Transit Agencies – Now and in the Future is designed to help public transit agencies make decisions about sharing their data, including how to evaluate benefits, costs and risks. www.trb.org/Publications/Blurbs/180188.aspx.

TCRP Research Report 211: Guidebook for Detecting and Mitigating Low-Level DC Leakage and Fault Currents in Transit Systems provides specifications for sensors being tested in the field and outlines their capabilities and appropriate operating conditions. www.trb.org/Main/Blurbs/180403.aspx.

TCRP Research Report 210: Development of Transactional Data Specifications for Demand-Responsive Transportation presents a transactional data specification for Demand-Responsive Transportation to facilitate interactions among the software systems that manage these services. www.trb.org/Publications/Blurbs/180593.aspx.

TCRP Up Close Webinar

Learn more about TCRP and its research, available resources and how to get involved at a TCRP Up Close webinar Sept. 30 2:00 – 3:00 p.m. Eastern. In addition, the authors of two recently published TCRP reports will share their findings: *Synthesis 148: Business Models for Mobile Fare Apps*, and *Research Report 215: Minutes Matter: A Bus Transit Service Reliability Guidebook*. Register at https://attendee.gotowebinar.com/register/4590520117768097 40.

Critical Conversations for the Year Ahead
TRANScend
AN APTA VIRTUAL EVENT
October 21-22, 2020
Make room on your calendar and join us this October for TRANScend.
This virtual event will explore different perspectives of the six biggest questions facing the public transit industry in the year ahead.
Don't miss out on hearing from thought leaders, exchanging ideas, and connecting with peers.
LEARN MORE AND REGISTER AT APTA.COM
APTA

IndyGo Partners with Allison on Next Gen Electric Hybrid Buses

INDYGO, INDIANAPOLIS, IN, HAS selected Allison Transmission's H 40 EP electric hybrid propulsion solution to power 27 new buses.

The Allison H 40 EP will be paired with the Cummins B6.7 in 24 of 27 Gillig buses. In addition, IndyGo, Allison and Cummins are integrating Allison's new electric hybrid propulsion system, eGen Flex into three of IndyGo's new buses. The eGen Flex Max specified by IndyGo will enable pure electric (engine off) operation for up to 10 miles on any route, at any time, without capital infrastructure investment in charging stations.

"This partnership with Allison lays the foundation for future collaboration as we jointly advance clean-air propulsion and emphasizes our commitment to a clean fleet to improve the greater Indianapolis community and reduce our carbon footprint," said Inez Evans, IndyGo president and chief executive officer. "IndyGo is in the business of moving people and the decision to choose Allison electric hybrids directly aligns with IndyGo's mission in providing safe, reliable and accessible mobility options to Marion County."

METRO RTA Launches New Pilot Service

THE METRO REGIONAL TRANSIT Authority, Akron, OH, has launched a new pilot mobility option, METRO Connect.

"This pilot program is an opportunity for us to explore a new mobility option to better serve our customers traveling in the Cuyahoga Falls, Stow and Tallmadge areas," said CEO Dawn Distler. "As travel patterns change, we continue to look for innovative solutions to provide more efficient service to the communities we serve. We're proud to implement this pilot program and we look forward to evaluating its success."

Customers can call ahead to schedule their trip and will be picked up at a bus stop within a designated area. Line-service bus fare applies to METRO Connect trips.

MBTA Completes Accelerated Green Line C and E Branch Work

THE MASSACHUSETTS BAY Transportation Authority (MBTA) recently celebrated completion of work on the Green Line C and E Branches with a tour of completed work at Museum of Fine Arts Station. Governor Charlie Baker, Lieutenant Governor Karyn Polito, Massachusetts Transportation Secretary and CEO Stephanie Pollack, MBTA General Manager Steve Poftak and other dignitaries were in attendance.

The MBTA accelerated essential track and intersection work on the entirety of the Green Line C Branch during a twenty-eight-day shutdown in service in July and on the entirety of the E Branch during a twenty-eight-day shutdown in service in August. During the work, Green Line trolley service on these branches was replaced with alternate services that included bus shuttles.

"Doing this accelerated E Branch work over twenty-eight days last August saved us a year's worth of weekend and evening diversions, and we exceeded our track replacement goals by replacing over three miles of E Branch track, allowing us to provide a safer, more reliable trip for riders," said Poftak. "This work follows additional expedited work on the C Branch during a twenty-eight-day shutdown in July and a nine-day shutdown in June, two nine-day shutdowns on the D Branch in June, a fourteen-day shutdown on the Red Line in June, and a fourteen-day shutdown on the Blue Line in May."

Governor Baker, Lieutenant Governor Polito, MassDOT Secretary Pollack and MBTA General Manager Poftak toured Green Line E Branch work led by the MBTA's Green Line Transformation Team at Museum of Fine Arts Station.

Omnitrans Introduces On-Demand Option In Chino, Chino Hills

OMNITRANS, SAN BERNARDINO, CA, has launched an on-demand microtransit pilot, OmniRide, in Chino, Chino Hills.

"It is exciting to implement this pilot project in Chino and Chino Hills to offer new, personalized service to the community," said Omnitrans CEO/General Manager Erin Rogers. "Omnitrans is meeting the challenge of our region's evolving transit needs."

Using a mobile app, OmniRide On-Demand customers can reserve a trip to and from any location in the OmniRide service area. The app will direct customers to the nearest virtual stop and arrive for pickup within 15 minutes before proceeding to their requested drop-off point.

OmniRide vehicles are accessible to people with disabilities.

Design Challenge Re-Envisions Use For TriMet Light Rail Vehicles

Four TriMet MAX trains stretch along a raised sidewalk next to Holladay Park in Northeast Portland's Lloyd neighborhood. One of the vehicles features a community kitchen. Another houses a warming shelter. The remaining two contain a health clinic and a learning center. This was the winning design concept in a competition hosted by Portland State University's Center for Public Interest Design.

The MAX Reuse Design Challenge invited designers to re-envision the use of TriMet's oldest MAX light rail vehicles, which will begin retiring in the coming years. Contestants were encouraged to find new uses for the trains that could help address issues facing society today.

The People's Choice award went to The Afro-Village Movement, with moving trains that provide shelter spaces, lockers, a mini-kitchen with fresh produce shelves, dining area, showers, laundry facilities and more.

CLASSIFIEDS

NOTICES

PUBLIC NOTICE

HYUNDAI ROTEM USA
FORT WASHINGTON, PENNSYLVANIA

Hyundai Rotem USA Corporation hereby notifies the public that is proposing the following Disadvantaged Business Enterprise ("DBE") goal for the Fiscal Year 2021 for eligible professional services and procurement contracts. The overall proposed goal for the Fiscal Year 2021 commencing October 1, 2020 and ending September 30, 2021 is 6.8% and it is set in accordance with the requirements of the U.S. Department of Transportation, set forth in 49 C.F.R. Part 26. Information regarding the methodology used to develop the goal and background information on how it was determined is available for review on Hyundai Rotem website at www.hyundai-rotem.co.kr/eng. Please contact Rocky Chong via email at rhchong@rotemusa.com and in writing to: 1300 Virginia Drive, Suite 103, Fort Washington, PA 19034. Thank you in advance for your anticipated input.

BIDS/PROPOSALS

REQUEST FOR PROPOSALS

The **City of Santa Monica's Big Blue Bus** is inviting proposals from qualified persons or firms interested in providing one or more of the following: 1) Fixed Route Transit Vehicle Scheduling System 2) Fixed Route Transit Operator Scheduling System and 3) CAD/AVL System. Proposers responding to any of these solicitations must do so via the City of Santa Monica's procurement portal, ProcureNow. The **closing date** for **Vehicle Scheduling** and **Operator Scheduling** proposals is **10/26/2020**. **CAD-AVL proposals** may be **submitted by 11/2/2020**. RFPs and details can be found at: https://secure.procurenow.com/portal/santa-monica-ca

NOTICE TO PROPOSERS

Please Take Notice that proposals for **CDTA-Maintenance 134-3000 Electric buses** are **due no later than 1:00PM on October 22, 2020.** Proposals should be addressed to Stacy Sansky, Director of Procurement, Capital District Transportation Authority, 110 Watervliet Avenue, Albany, New York 12206. Each proposal must be prepared and submitted in accordance with the proposal instructions.

It is the intention of CDTA to negotiate for a contract based upon proposals it receives, but CDTA reserves the right to reject any and all proposals.

The Authority hereby notifies all potential service providers that disadvantaged, minority and women-owned business enterprises will be afforded full opportunity to submit proposals in response to this notice and there will be no discrimination on the basis of race, creed, color, sex, national origin, disability or marital status in the award of the contract or any subcontract.

Prohibitions On Procurement Lobbying: Pursuant to State Finance Law §§139-j and 139-k, this solicitation includes and imposes certain restrictions on communications between CDTA and an Offeror/bidder during the procurement process. An Offeror/bidder is restricted from making contacts to influence the procurement process, except as provided in the procurement process (i.e., proposal submissions and interviews, where requested by CDTA) from the earliest notice of intent to solicit offers/bids through final award and approval of the Procurement Contract by CDTA ("restricted period"). Contacts must be made only by your designated staff unless a specific exception applies. CDTA employees are required to obtain certain information when contacted during the restricted period for purposed designed to influence the procurement process and make a determination of the responsibility that could result in rejection for contract award or even more serious consequences.

The complete Request For Proposals may be obtained free of charge at our website www.cdta.org (Click on "About CDTA", then on "Doing Business with CDTA"). Only vendors who complete the online vendor registration form will be able to access the RFP.

HELP WANTED

EXECUTIVE DIRECTOR

SHARED-USE MOBILITY CENTER (SUMC)

CHICAGO, IL AND LOS ANGELES, CA

Experience Level: Senior

The Shared-Use Mobility Center is dedicated to achieving equitable, affordable and environmentally sound mobility options through the efficient sharing of transportation assets. SUMC brings together the public, private and nonprofit sectors to forge partnerships, develop resources and advance new solutions that reduce reliance on private automobiles and increase access to cost-effective transportation options. The SUMC Board of Directors seeks a visionary and passionate nonprofit executive director who will ensure the organization continues to play a national leadership role in shaping, and improving upon, the quality of transit and shared mobility while also maintaining a strong financial base and a dedicated staff. A commitment to achieving racial equity, diversity, and inclusion among staff and constituents is essential. Applications will be considered on a rolling basis with a **priority deadline of 9/25**; candidates are encouraged to apply as soon as practicable. To see the full job description for more details and how to apply: https://sharedusemobilitycenter.org/executive-director-position/

SACRAMENTO REGIONAL TRANSIT DISTRICT

MAINTENANCE SUPERINTENDENT-LIGHT RAIL

$101,124 - $141,600 Annually
(Plus Excellent Benefits)

The purpose of this position is to direct all activities of the light rail vehicle maintenance department in the repair and maintenance of the vehicle fleet and fare vending machines. This is accomplished by establishing goals and performance objectives for equipment availability and reliability, monitoring trends, establishing benchmarks, implementing modifications and improvements, ensuring compliance with all federal, state, local and District requirements, allocating resources, establishing policies and procedures, directing actions for all personnel, administering collective bargaining agreements, and managing budgets. .

For complete information on positions and application filing instructions, please visit Sacramento Regional Transit District's website at www.sacrt.com or contact the Human Resources Department at (916) 556-0298. RT encourages women and minorities to apply and will make reasonable efforts to accommodate applicants with disabilities.

RT is an Equal Opportunity Employer.
EOE – Minorities/Women/Disabled/Veterans

POSITIONS AVAILABLE

MARTA is the ninth largest transit system in the U.S. and the largest of its kind in the Southeast that provides bus, rail and paratransit service. As the leading transit provider for the region for over twenty-five years, MARTA has contributed to the development of a booming convention industry and the attraction of numerous businesses and corporations.

There are approximately 4,700 MARTA employees and our employees are our most important asset. This why we hire the best talent we can find and offer opportunities to expand and develop their skills while working at MARTA.

We are currently seeking applicants for the following positions:

Director of Mobility Services - IRC67458
IT Business Relationship Manager - IRC67942
Journeyman ET-Auto Train Control - IRC68185
Journeyman Track Maintainer - IRC68186
Journeyman ET-Radio Maintenance - IRC68188
Manager of Specification - IRC67794
System Safety Engineer III - IRC67905
System Safety Coordinator - IRC67904
Sr. Service Planner - IRC67832
Manager of Transit Research & Analysis - IRC67451
Manager of Strategic Performance - IRC67257
Manager of Technology Services Delivery - IRC68147

If you are interested in any of these exciting career opportunities, please visit our website at www.itsmarta.com to get more information and to apply.

MARTA is an Equal Employment Opportunity - Affirmative Action Employer & E-Verify Participant.

TEMPORARY TRANSIT OPERATIONS SPECIAL PROJECTS MANAGER

NORWALK TRANSIT DISTRICT
NORWALK, CT.

Duties and Responsibilities:

- Plan, manage and execute all aspects of small to medium single-discipline projects or large, routine projects
- Independently coordinate work with our team across departmental boundaries
- Be involved with financial and statistical reporting, marketing, contractual procurement issues and reviewing and making recommendations relative to enhancements and efficiencies impacting our overall transit operations
- Support organizing, leading, and helping execute company projects and communications within the Transit Operations Department the potential
- Support developing scopes of work for procurement opportunities
- Coordinate workload through entire project development and deployment, and ensure completion of projects timelines and within budget
- Operations employee team building and development
- Work under the direction of the Chief Executive Officer for project reviews and with company management as needed

Qualifications: The ideal candidate would have five years of progressively responsible experience in transit operations and/or project operations management, with at least five years in a supervisory position. Additional education may be accepted in place of a portion of this requirement. Knowledge of public transit/business operations, the application of policies, procedures, rules and contractual requirements and customer service skills. A college degree is preferred.

Application Procedure: Please go to www.norwalktransit.com/employment to review a detailed job description and apply.

Norwalk Transit District is an EEO Employer.

Project Manager – Limited Appointment

Will be working on our Downtown Connection Center

Annual Salary: $65.536.00

Posting closes: Monday, Oct 5, 2020 at 5 pm.

Please see website www.mountainline.az.gov for full job description and to apply.

GENERAL MANAGER

WHATCOM TRANSPORTATION AUTHORITY (WTA)
BELLINGHAM, WASHINGTON

Salary: $144,808 - $170,363

WTA provides public transportation services throughout Whatcom County, located in the northwest corner of Washington State. WTA has an operating budget of $37.2 million and employs about 270 FTEs. In 2019, WTA provided 4.6 million fixed route boardings. Working under the direction of a 10-member Board of Directors, the General Manager is responsible for the leadership, management, and administration of WTA, including accomplishing WTA's mission and vision, as established by the Board. For a full job description and to apply, visit Prothman at https://www.prothman.com/ and click on "Open Recruitments". For questions, call 206-368-0050. WTA is an Equal Opportunity Employer. First review of applications: October 4, 2020 (open until filled).

EXECUTIVE DIRECTOR

WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)
SAN FRANCISCO, CALIFORNIA

How would you like to live and work in a city Travel + Leisure regards as one of "America's Favorite Cities," one that offers the highest "Quality of Life and Visitor Experience?" KL2 Connects LLC has been retained by WETA's Board of Directors to recruit the Authority's next Executive Director. WETA is a unique water transportation agency operating in the Bay Area. It is at an exciting point in its history and this position will play a key role in its future. Reporting directly to the Board of Directors, the Executive Director will implement Board policies, build and enhance relationships throughout the Bay Area, and direct WETA's current and long-range goals.

The successful candidate will articulate the Authority's vision, lead its strategic plan, foster a culture of transparency and internal and external collaboration, work creatively to restore service to pre-COVID levels, and grow the level of ferry service in the region. The successful candidate is expected to be a highly visible and an active participant in the community; able to communicate effectively and build relationships; and able to handle details, meet deadlines, and work independently. WETA seeks candidates who are politically savvy, creative, strategic, willing to work with and learn from others, and able to react productively to change. WETA contracts out its ferry operations and is open to a new leader with little or no ferry operating experience. Highly desirable is a Bachelor's degree (Master's preferred) in Public Administration, Transportation, Business, or a related field; at least 7 years of senior-level management experience; and well-honed organizational development and community engagement skills. (A combination of experience, education, and training that provided the requisite knowledge, abilities, and skills may be considered.) This is an outstanding career-defining opportunity that offers attractive compensation, benefits, and relocation (subject to negotiation).

WETA is an Equal Employment Opportunity Employer that values diversity at all levels of its workforce — all are encouraged to apply. To be considered, go to https://www.KL2connects.com/openings, select the WETA listing, and upload your letter of interest, resume, salary expectations, and 4-5 professional references (preferably supervisory and including their name, title, organization, phone, email address, and relationship to you). For more information please contact KL2's John Bartosiewicz at John@KL2connects.com. Thank you for your interest in WETA!